Ballona Wetlands Restoration and LA28 Olympics: Temporal and Operational Overlap Analysis

Executive Summary

The Ballona Wetlands Ecological Reserve (BWER) — a 577-acre remnant coastal wetland in Los Angeles Council District 11 — is the subject of a court-ordered revised Environmental Impact Report (rEIR) by the California Department of Fish and Wildlife (CDFW). Concurrent with this regulatory process, the LA28 Olympic and Paralympic Games are scheduled for July 14–30 and August 15–27, 2028, with multiple venues and critical traffic corridors directly adjacent to or passing through the Ballona footprint.

Core finding, stated explicitly:

There is no credible scenario in which large-scale Ballona Wetlands earthmoving overlaps with the July–August 2028 Olympic Games. The court-mandated 68,000 cfs flood capacity redesign, multi-agency permitting sequence, and funding gaps make any construction start before 2029 implausible.

However, a high-confidence overlap exists between:

- Olympic transportation demand at the Venice Beach venue cluster
- Active Lincoln Boulevard reconstruction (January 2027–December 2029, current planning estimate)

during the **2027–2029 period**. This overlap occurs at a corridor network with only two practical vehicular crossings of Ballona Creek near the coast — the Lincoln Bridge and the Culver Boulevard bridge — both of which are inside or immediately adjacent to the BWER footprint and structurally clustered at the same chokepoint. The Lincoln Bridge is within the Lincoln Boulevard Reconstruction Project scope; the Culver Bridge over Ballona Creek is adjacent to but not part of that project scope, though it functions as a coupled node in the same two-crossing system.

This report identifies three independently managed projects competing for the same constrained coastal corridor network:

Project	**Schedule Flexibility**	**Status**
LA28 Olympic and Paralympic Games	**None — fixed, immovable**	Confirmed July 14–30 / Aug 15–27, 2028

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Project	Schedule Flexibility	Status
Lincoln Boulevard Reconstruction	Semi-fixed (funded; subject to contract award)	January 2027 – December 2029 (current planning estimate)
Ballona Wetlands Restoration Sequence 1	Flexible (delay-prone; no permits)	No construction start date; realistic baseline 2029–2030

Governing principle: Because the Olympic schedule is fixed and non-negotiable, any conflict among these three systems will be resolved through schedule displacement or operational constraint on the Ballona and Lincoln projects — not the reverse.

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1. Fixed Geographic Constraints: Locked Corridor Geometry

The following corridor and topology descriptions are map-verified and treated as fixed for this analysis. They are stated here once and applied throughout the document without repetition.

Ballona Creek is aligned northeast–southwest and flows southwest to the Pacific Ocean. Area A lies northwest of Ballona Creek. Area B lies southeast of Ballona Creek.

Lincoln Boulevard (SR-1) is the primary north–south arterial in this subregion. It crosses Ballona Creek at the Lincoln Bridge — the more southwesterly of the two practical vehicular crossings of the creek near the coast. The Lincoln Boulevard Reconstruction Project corridor runs from Fiji Way (north limit) to Jefferson Boulevard (south limit), a 0.61-mile segment.

Culver Boulevard approaches from the southwest as a diagonal through-route across BWER. It is not a perimeter boundary road — it bisects the reserve. Moving northeast, Culver crosses Ballona Creek on its own bridge inside the BWER footprint (the Culver Bridge), then immediately crosses over Lincoln Boulevard on a grade separation (the Culver overcrossing at Lincoln). Culver is the elevated road at both structures. After the overcrossing, Culver continues diagonally through Area C to the northeast.

Jefferson Boulevard runs roughly east–west through the interior of BWER Area B, southeast of and approximately parallel to Ballona Creek. Jefferson does not independently cross Ballona Creek west of Lincoln Boulevard. It merges into Culver Boulevard inside the BWER footprint; Culver carries that combined flow across the creek on the Culver Bridge.

Vista del Mar runs along the coast north from the LAX western perimeter (Surfridge/Dockweiler State Beach). It terminates at Culver Boulevard in Playa del Rey and does not cross Ballona Creek. Traffic using Vista del Mar must turn onto Culver Boulevard and reach one of the two creek crossings.

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The only two practical vehicular crossings of Ballona Creek near the coast are the Culver Boulevard bridge and the Lincoln Bridge. Both are inside or immediately adjacent to the BWER footprint. The Lincoln Bridge is within the Lincoln Boulevard Reconstruction Project scope. The Culver Bridge over Ballona Creek is adjacent to but not part of that project scope; the project scope includes the Culver overcrossing at Lincoln, not the Culver Bridge over the creek. The two crossings are structurally clustered: the Culver Bridge crosses the creek, and immediately thereafter Culver passes over Lincoln on its own grade separation. A construction zone on Lincoln affects traffic flow approaching the Culver Bridge via their shared approach corridors, not the Culver Bridge structure itself.

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2. Fixed Anchors: LA28 Schedule

Event	Dates
Olympic Games	July 14 – July 30, 2028
Paralympic Games	August 15 – August 27, 2028
Games Route Network operational period	Approximately mid-July through August 30, 2028 (~45 days)
Olympic Village opening (pre-Games)	Approximately July 8, 2028 (estimated)
Venue buildout and staging pre-period	2027 onward

Source: LA28 official Games dates — https://la28.org/en/newsroom/LA28_Announces_Games_Dates.html

Confirmed fact: The Games dates are fixed and non-negotiable.

Confirmed fact: LA28 uses a Games Route Network (GRN) concept to prioritize official and athlete movement, consistent with standard practice at recent Olympic Games.

Confirmed fact: The official GRN corridor map for the Venice Beach / Marina del Rey / Ballona subregion has not been published as of April 2026.

Reasonable inference, labeled as such: Based on the functional role of Lincoln Boulevard, Culver Boulevard, and Washington Boulevard as the primary arterials connecting LAX, the Westside, and the Venice Beach venue, these corridors are highly plausible candidates for GRN designation. This is a risk scenario, not a confirmed operational plan. All GRN-related analysis

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below is conditioned on this inference and should be updated when LA28 and Metro publish the GRN corridor designations.

GRN operational consequence (conditional): Under standard Olympic practice, active construction staging on GRN-designated corridors is restricted or suspended during the GRN operational period. **If Lincoln Boulevard carries GRN designation** — which its function as the primary coastal north–south arterial connecting LAX to the Venice Beach venue makes highly plausible — then Caltrans may face a construction hold during the approximately 45-day Games window, depending on final GRN designation and negotiated protocols. No published Caltrans, LADOT, or LA28 document addresses this contingency or its cost and schedule implications.

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3. LAX-to-Venice Beach Connectivity

Three structural path categories connect LAX to the Venice Beach venue. They differ materially in their dependence on the Ballona Creek crossings.

Path 1 — Freeway-based: LAX → I-405 northbound → Venice Boulevard or Santa Monica Boulevard west to Venice Beach. This path does not use the Ballona Creek crossings and is not directly affected by Lincoln Boulevard construction or Ballona restoration activity. Path 1 is expected to carry the majority of Olympic-related travel demand, reducing but not eliminating reliance on the Ballona Creek crossings.

Path 2 — SR-1/Lincoln-based: LAX → Westchester Parkway, Manchester Avenue, or Century Boulevard → Lincoln Boulevard north → Lincoln Bridge over Ballona Creek → Marina del Rey → Venice Beach. This path is the primary surface arterial route and uses the Lincoln Bridge directly. Active construction on Lincoln during the Olympic period degrades this path.

Path 3 — Coastal surface path: LAX western perimeter → Vista del Mar north → Culver Boulevard → Culver Bridge over Ballona Creek → Lincoln Boulevard north → Venice Beach. Vista del Mar terminates at Culver in Playa del Rey. All coastal surface traffic from the LAX western perimeter, Dockweiler State Beach, Playa del Rey, and the South Bay coastal communities must use this sequence and cross Ballona Creek at the Culver Bridge.

The chokepoint: Paths 2 and 3 are both fully dependent on the two Ballona Creek crossings. Path 1 is not. The concern is not that all Olympic traffic uses the Ballona Creek crossings — it does not. The concern is that the subset of flows using coastal surface routes (Path 3) and the primary surface arterial (Path 2) are structurally dependent on crossings that are simultaneously stressed by active reconstruction. This is a localized corridor capacity risk concentrated at the Ballona Creek crossing chokepoint, not a system-wide Olympic transport failure scenario. Any GRN operations that rely on a coastal corridor while Lincoln is under construction face a structural vulnerability at these two crossings that has no published mitigation.

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Confirmed fact: Official and athlete transport is typically managed on GRN-designated corridors with priority signal control and access restrictions. The distinction between official/athlete flows and spectator/general flows matters for impact assessment: general spectators are distributed across I-405 and other arterials; official transport concentrates on GRN corridors.

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4. CD11 Venue: Venice Beach

The most geographically significant LA28 venue relative to the Ballona footprint is **Venice Beach**, confirmed as the site for three major endurance events:

Event	Venue Detail
Triathlon (men's, women's, mixed relay)	Venice Beach — swim in ocean, bike/run through streets
Marathon (men's and women's)	Start at Venice Beach Boardwalk
Road Cycling (road race start)	Start at Venice Beach Boardwalk; time trial start not yet confirmed

Transition area and finish line location: Where Venice Boulevard meets the sand.

Source: LA28 Venice Beach venue page — https://la28.org/en/games-plan/venues/venice-beach.html

Venice Beach was not part of the original LA28 venue plan. The CD11 council office advocated for its inclusion. The venue was formally confirmed April 15, 2025, following the collapse of negotiations between LA28 and the City of Santa Monica over beach volleyball.

Note on course routing: Final triathlon, marathon, and road cycling course maps are subject to approval by the relevant international federations (World Triathlon, World Athletics, UCI) and the City of Los Angeles. Specific routing has not been confirmed as of April 2026. The corridor stress analysis applies to the arterial network as a whole, not to any specific confirmed course segment.

4.1 Traffic Corridor Impact

Lincoln Boulevard (SR-1) is the primary north–south spine for this subregion and the convergence point for traffic from the south and southeast crossing Ballona Creek. Traffic from the LAX core reaches Lincoln via Century Boulevard, Manchester Avenue, and Westchester Parkway. Coastal traffic from the LAX western perimeter, Dockweiler, Playa del Rey, and the

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South Bay reaches the crossing zone via Vista del Mar to Culver Boulevard. Jefferson Boulevard carries traffic from Playa Vista and the I-405 corridor through BWER Area B to the Culver/Lincoln crossing zone.

All of these flows must cross at the Culver Bridge or the Lincoln Bridge — the only two practical vehicular crossings of Ballona Creek near the coast. The Lincoln Bridge is within the Lincoln Boulevard Reconstruction Project scope; the Culver Bridge over the creek is adjacent to but not part of that scope, functioning as a coupled node in the same two-crossing chokepoint system.

4.2 LAX Olympic Operations and Corridor Demand

Olympic arrivals are LAX-centric. Ground transport from LAX to the Venice Beach venue flows primarily via I-405 (Path 1) and secondarily via Lincoln Boulevard and the coastal surface path (Paths 2 and 3). Ground transport from LAX to the Olympic Village at UCLA proceeds primarily via I-405 northbound.

Degraded throughput at the Ballona Creek crossings during the Games period would affect:

- Official and media transport using SR-1/Lincoln (Path 2) between LAX and the Venice Beach venue cluster
- Spectator and tourist ground access via the coastal surface path (Path 3) from the South Bay
- Emergency vehicle routing along the coastal corridor during Games operations

This elevates the Ballona/Lincoln conflict from a CD11 mobility problem to an Olympic logistics risk with international visibility and no identified mitigation.

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5. CDFW rEIR Status and Permitting Sequence

5.1 Litigation History

Confirmed facts:

- **December 2020:** CDFW certifies FEIR; Alternative 1 (most restorative option) selected.
- **May 2023:** LA County Superior Court issues ruling in *Defend Ballona Wetlands et al. v. CDFW*; grants petition in part, orders CDFW to (1) analyze updated flood control design parameters and (2) clarify restoration success measure language.
- **September 28, 2023:** CDFW decertifies the EIR.
- **November 2023:** CDFW publishes Notice of Preparation (NOP) for rEIR; 90-day public comment period opens.
- **2024–2026:** CDFW in rEIR preparation; responses to public comments in progress; design engineering updates ongoing.

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Source: CDFW Ballona EIR page — https://wildlife.ca.gov/Regions/5/Ballona-EIR

5.2 The 68,000 cfs Mandate

The court ruling's most consequential technical requirement is the flood control redesign. The original FEIR used a 46,000 cfs design parameter for the Ballona Creek channel. The court, following USACE direction, requires analysis using the **68,000 cfs Standard Project Flood** figure. This is not a documentation fix — it requires substantive redesign of the Alternative 1 levee system before the rEIR can be recertified. The geometry, height, footprint, and cost of the levee change materially at 68,000 cfs versus 46,000 cfs. This redesign is the single most consequential schedule driver in the entire critical path. There is no precedent for compressing the federal and state processes that follow this redesign into an 18-month window for a coastal wetland of this complexity.

5.3 Multi-Agency Permit Sequence

Before any ground disturbance associated with the full restoration can occur, CDFW must independently satisfy each of the following — none of which defers to the others:

Permit / Approval	Agency	Status as of April 2026
rEIR recertification	CDFW / Superior Court	In preparation
Section 408 (channel modification)	USACE	Not yet applied for
Section 404 (wetland fill/dredge)	USACE	Not yet applied for
NEPA review	USACE / federal lead	Not initiated
California Coastal Development Permit	California Coastal Commission	Not yet applied for
Section 401 Water Quality Certification	Regional Water Quality Control Board	Not yet applied for
LACFCD concurrence	Los Angeles County Flood Control District	Not documented
FEMA NFIP compliance	FEMA	Not documented

Critical path — confirmed hard constraints: 68,000 cfs levee redesign → rEIR recertification → USACE NEPA / Section 408 / Section 404 review → Coastal Commission → Section 401 certification → LACFCD concurrence → Notice to Proceed and construction.

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Critical path — programmatic constraints (distinct from hard constraints): Construction funding identification → contractor procurement → Notice to Proceed.

The State Coastal Conservancy's $1,692,360 interagency agreement is exhausted. No construction can proceed without an identified appropriation. The current funding status is not publicly documented.

Timeline assessment: A Sequence 1 construction start in late 2028 is an optimistic, low-probability scenario requiring extraordinary compression of these processes with no additional litigation. The realistic baseline for Sequence 1 ground-disturbing work is 2029–2030. This is not a planning baseline for the Olympic period; it is a post-Games scenario.

Reasonable inference, labeled as such: The Lincoln Boulevard Reconstruction Project includes reconstruction of the Lincoln Bridge over Ballona Creek. The geometry of any restored Ballona Creek levee at 68,000 cfs will affect the abutment and clearance requirements at this crossing. No formal design coordination agreement between Caltrans and CDFW addressing bridge geometry compatibility has been publicly documented.

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6. Lincoln Boulevard Reconstruction Project

6.1 Project Scope

Confirmed facts:

- Project corridor: Lincoln Boulevard (SR-1) from Fiji Way (north) to Jefferson Boulevard (south), a 0.61-mile segment.
- Scope includes: widening of the Lincoln Bridge over Ballona Creek; demolition and replacement of the Culver Boulevard overcrossing at Lincoln; approximately 50-foot eastward shift of the Lincoln centerline; multimodal improvements including bike lanes and sidewalks.
- Estimated cost: approximately $100 million.
- Schedule: January 2027 – December 2029 (current planning estimate, subject to funding confirmation and contract award). Any shift in this window changes the intensity of the Olympic-period overlap but does not eliminate the need for integrated planning.

Sources:

- Caltrans District 7 Lincoln Blvd EIR/EA — https://dot.ca.gov/-/media/dot-media/district-7/documents/env-docs/ea-33880-lincoln_eir-ea_ada.pdf
- Urbanize LA (secondary) — https://la.urbanize.city/post/new-plan-lincoln-boulevard-ballona-creek-includes-bike-lanes-and-sidewalks

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6.2 Structural Complexity at the Culver/Lincoln/Creek Cluster

The Lincoln Boulevard Reconstruction Project works in a geometrically compressed zone. The Culver Bridge over Ballona Creek and the Culver overcrossing at Lincoln are in immediate succession — Culver crosses the creek and then immediately passes over Lincoln. Reconstruction of Lincoln in this zone occurs directly beneath an active Culver overcrossing. This is a constructability constraint: Lincoln cannot be worked on freely at that location without managing the Culver structure above it. The two structures are not merely adjacent; they are vertically interdependent.

6.3 Olympic Period Overlap and GRN Implications (Conditional)

The Lincoln Boulevard reconstruction schedule (January 2027 – December 2029) places active construction on this critical arterial through the entire LA28 Olympic and Paralympic period.

If Lincoln Boulevard is designated as part of the GRN — which its function as the primary coastal arterial between LAX and Venice Beach makes highly plausible — then standard Olympic transport protocols may require restriction or suspension of non-essential construction activity during the GRN operational period, depending on final GRN designation and the specific protocols LA28 and Caltrans negotiate. This could result in a construction pause of approximately 45 days in the middle of a 36-month project. No published document from Caltrans, LADOT, or LA28 addresses this contingency, its cost, or its schedule implications.

This conditional finding is stated as a risk scenario. It is not a prediction. The GRN corridor map for this subregion has not been published.

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7. Network Fragility: Single-Point-of-Failure Risk

The Ballona Creek crossing system at the coast functions as a dual-node network with no redundant capacity. There are only two practical vehicular crossings of Ballona Creek near the coast: the Lincoln Bridge and the Culver Boulevard bridge. The Lincoln Bridge is within the Lincoln Boulevard Reconstruction Project scope; the Culver Bridge over the creek is adjacent to but not part of that scope. Both are inside or immediately adjacent to the BWER footprint. They are structurally clustered at the same chokepoint.

Degradation at either node forces immediate load transfer to the other, creating a rapid cascade toward congestion. During the 2027–2029 period, both nodes are simultaneously stressed:

- The Lincoln Bridge is under active reconstruction.
- The Culver Bridge — as the only remaining unrestricted crossing — absorbs displaced Lincoln Bridge traffic and Jefferson-origin traffic simultaneously.
- Construction activity on Lincoln affects traffic flow approaching the Culver Bridge via their shared approach corridors, not the Culver Bridge structure itself.

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This is not a theoretical scenario. It derives from confirmed projects and published schedules. This is a localized corridor capacity risk concentrated at the Ballona Creek crossing chokepoint, not a system-wide Olympic transport failure scenario. No published traffic management plan addresses combined loading on the dual-crossing system during the Olympic period.

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8. Overlap Matrix

Period	**CDFW / Ballona Status**	**Lincoln Blvd Project**	**LA28 Status**	**Corridor Risk**
April–Dec 2026	rEIR in preparation; no permits	Pre-construction	Venue preparation; test events	Low–Moderate
Jan–Dec 2027	rEIR certification attempt; Section 408 application	**Active construction begins**	Olympic infrastructure acceleration; venue staging	Elevated
Jan–July 2028	Permit reviews ongoing; no Sequence 1 construction start	Active construction (mid-project)	Pre-Games security, staging, road closures	High
July 14–Aug 30, 2028	Permits pending; no major earthmoving	**Active construction / possible GRN pause (conditional)**	**Olympics + Paralympics; GRN operational**	**Maximum**
Sept 2028–Dec 2029	Possible Sequence 1 mobilization (optimistic)	Concludes December 2029	Post-Games teardown; legacy phase	Elevated
2030+	Main restoration phases (realistic baseline)	Complete	Post-Olympic period	Moderate

Assessment: The Olympic Games window itself is unlikely to coincide with major Ballona earthmoving. However, Lincoln Boulevard active construction during the Games is highly

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probable under the current planning schedule, and — **if Lincoln carries GRN designation** — a construction pause may result. The critical conflict zone is **2027–2029**, when both projects compete for the same corridor network.

8.1 Illustrative Scenario: Worst-Case Corridor Day, Summer 2028

The following is an illustrative scenario constructed to show load combinations on the dual-crossing system. It is not a prediction. GRN routes, construction phasing details, and final course routing are not yet public.

Scenario: A pre-Games test-event day, early July 2028.

- **Lincoln Boulevard at Ballona Creek:** Active bridge construction with partial lane closure; flagging operations at the Lincoln Bridge — one of only two practical vehicular crossings; construction equipment in the roadway; GRN pre-activation signage beginning to restrict construction hours if Lincoln carries GRN designation.
- **Jefferson Boulevard / Culver Boulevard:** Increased event traffic from Playa Vista and the I-405 corridor moving west along Jefferson through BWER Area B, merging into Culver and crossing Ballona Creek on the Culver Bridge — the only remaining unrestricted crossing during Lincoln Bridge construction.
- **Vista del Mar / Culver Boulevard:** Elevated LAX arrivals for pre-Games accreditation generating southbound-to-northbound coastal traffic; this flow — the only surface option from the LAX western perimeter and South Bay — must turn onto Culver Boulevard and cross Ballona Creek, adding to the Culver Bridge load already carrying Jefferson-origin traffic.
- **Transit:** Big Blue Bus Rapid 3 (Lincoln Boulevard rapid service, LAX to Santa Monica) running on degraded headways due to lane reductions on Lincoln; Metro Rapid 733 (Venice Boulevard corridor) experiencing increased demand from travelers seeking alternate routes around the Lincoln construction zone.

No single element of this scenario is speculative — each derives from confirmed projects, published venue plans, or standard pre-Games logistics. The combination loads both Ballona Creek crossings simultaneously — the Lincoln Bridge under active construction and the Culver Bridge absorbing displaced Lincoln traffic plus Jefferson-origin traffic — at a moment when no published Olympic-period contingency plan exists for either crossing.

Note on quantitative modeling: This report is an analytical assessment, not a traffic model. It does not produce level-of-service calculations, vehicle delay estimates, or queue length projections, because the necessary inputs — LADOT LOS baselines, GRN corridor designations, Olympic transportation demand forecasts by origin-destination pair, and Lincoln construction staging plans — are not publicly available at the required resolution. A formal traffic study using LADOT and SCAG modeling tools would be required to quantify impacts. This report establishes the factual and regulatory basis for requiring that study.

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9. Policy-Relevant Findings

9.1 No Published Interagency Coordination Plan

Confirmed fact: As of April 2026, no publicly available, consolidated interagency corridor management plan has been identified showing that CDFW, USACE, Caltrans, LADOT, LACFCD, and LA28 have jointly addressed the scheduling, staging-area, corridor-access, and bridge-geometry conflicts created by the simultaneous execution of the Ballona Wetlands Restoration (Sequence 1), the Lincoln Boulevard Reconstruction, and the LA28 Games Route Network.

The absence of such a plan is a material gap in regional mobility planning for the Olympic period. Under the governing principle established in the Executive Summary — that the Olympic schedule is fixed and all other projects must accommodate it — CDFW and Caltrans bear the burden of demonstrating that their projects will not degrade Olympic transport reliability. No such demonstration has been made.

9.2 Governance and Interagency Planning Responsibilities

CD11 is the jurisdictional convergence point for Olympic venue siting (Venice Beach), Ballona Wetlands restoration, and Lincoln Boulevard reconstruction. This creates a governance requirement for integrated corridor management that is not currently documented.

The following are policy questions, not empirical findings. They identify planning responsibilities that have not been publicly discharged.

1. Has the CD11 council office formally requested a joint corridor staging plan from CDFW, Caltrans, and LA28 addressing the 2027–2029 construction overlap?
2. Has the CD11 council office directed LADOT to model concurrent Lincoln Boulevard construction, Games Route Network restrictions, and corridor demand on the Jefferson, Lincoln, Culver, and Washington corridors?
3. Has the CD11 council office disclosed to Venice Beach constituents that the Olympic endurance venue it secured sits at the intersection of two concurrent multi-year construction projects with no published coordination agreement?
4. Has the CD11 council office requested that CDFW's rEIR construction traffic analysis be updated to account for the Lincoln Boulevard reconstruction schedule and Olympic period corridor restrictions?
5. Has the CD11 council office requested that Caltrans provide a GRN contingency plan addressing any required construction hold on Lincoln Boulevard during the Games Route Network operational period and its cost and schedule implications?

9.3 The 68,000 cfs Redesign as the Primary Schedule Driver

The court-mandated flood capacity redesign (46,000 to 68,000 cfs) is not a paperwork correction. It requires CDFW and its consultant ESA to produce a materially different levee

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design before the rEIR can be recertified and before USACE will accept a Section 408 application. This single technical requirement gates every subsequent step in the critical path. Any construction timeline beginning before 2028 requires implausibly rapid completion of this redesign, court acceptance, and parallel permitting. There is no precedent for compressing these federal and state processes into an 18-month window for a coastal wetland of this complexity.

9.4 SoCalGas Well Decommissioning

SoCalGas holds mineral rights beneath BWER and is decommissioning active oil wells and associated infrastructure in Area B as a prerequisite to restoration. This work proceeds on SoCalGas's schedule, independent of CDFW's rEIR or permitting timeline. The approved plan identifies 16 wells to be capped plus removal of associated service roads, concrete, and infrastructure. Traffic impact on Jefferson Boulevard from this activity is expected to be minor. The decommissioning work is a confirmed ongoing activity within the BWER footprint during the 2027–2029 period.

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10. Data Gaps and Outstanding Questions

The following confirmed information gaps would materially affect the precision of this analysis:

1. **Games Route Network map:** The official LA28/Metro GRN corridor designations for the Venice Beach / Marina del Rey / Ballona area have not been published. This is the single most important missing input for corridor impact assessment and for determining whether Lincoln Boulevard faces a construction hold during the Games.

2. **Lincoln Boulevard primary sources:** Caltrans District 7 and LADOT project documentation, environmental clearance records, and current funding and contract award status should be obtained to confirm the Urbanize LA schedule and cost figures and to determine whether the Lincoln environmental clearance addressed the CDFW Alternative 1 bridge geometry at 68,000 cfs.

3. **Bridge geometry coordination agreement:** Has any formal design coordination agreement been executed between Caltrans and CDFW addressing the Lincoln Bridge rebuild and its compatibility with the CDFW restoration bridge requirements at 68,000 cfs?

4. **Section 408 precedent timing:** Comparable California coastal wetland channel modification projects (Bolsa Chica, Batiquitos Lagoon) should be examined to benchmark realistic Section 408 review durations.

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5. **LACFCD/CDFW coordination status:** Any published correspondence or agreement between CDFW and LACFCD on the redesigned 68,000 cfs levee parameters and LACFCD concurrence requirements.

6. **Coastal Commission pre-application status:** Whether CDFW has filed pre-application materials with the California Coastal Commission, and the Commission's preliminary scoping assessment.

7. **Sequence 1 construction funding:** The State Coastal Conservancy's $1,692,360 interagency agreement is exhausted. No construction can proceed without an identified appropriation. The current funding status is not publicly documented.

8. **Olympic course maps:** Final triathlon, marathon, and road cycling course routes require international federation approval and have not been published. When published, they should be analyzed against the Lincoln Boulevard construction staging area and the Ballona footprint boundary.

9. **LADOT Olympic Transportation Plan — Westside corridor analysis:** Whether LADOT's formal Olympic Transportation Plan addresses concurrent Lincoln Boulevard construction and its interaction with GRN operations and LAX access routing.

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11. Sources

Source	URL
LA28 Official Games Dates	https://la28.org/en/newsroom/LA28_Announces_Games_Dates.html
LA28 Venice Beach Venue	https://la28.org/en/games-plan/venues/venice-beach.html
LA28 Games Plan / All Venues	https://la28.org/en/games-plan/venues.html
LA28 Cycling Road — Venice Beach start confirmation	https://la28.org/en/games-plan/olympics/cycling-road.html
Caltrans District 7 Lincoln Blvd EIR/EA (primary source)	https://dot.ca.gov/-/media/dot-media/district-7/documents/env-docs/ea-33880-lincoln_eir-ea_ada.pdf
CDFW Ballona Wetlands Restoration Project	https://wildlife.ca.gov/Regions/5/Ballona-EIR

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Source	URL
CA State Coastal Conservancy — Ballona	https://scc.ca.gov/projects/south-coast/ballona-wetlands-restoration/
World Triathlon — Venice Beach announcement	https://triathlon.org/news/venice-beach-to-host-triathlon-at-the-la28-olympic-games
NBC LA — Venice Beach venue coverage	https://www.nbclosangeles.com/olympics/2028-los-angeles/venues-la-olympics/3844808/
ESA — Ballona project page	https://esassoc.com/projects/ballona-wetlands-restoration/
Argonaut News — rEIR update (March 2024)	https://www.argonautnews.com/news/revitalization-plan-ballona-wetlands-restoration-project-undergoes-revision-period/article_c2f13f44-dbfb-11ee-b3ce-87d499af7a1b.html
Patch — CDFW rEIR update (Oct 2023)	https://patch.com/california/marinadelrey/ballona-wetlands-state-provides-update-restoration-project
Lincoln Boulevard Reconstruction (Urbanize LA, secondary source)	https://la.urbanize.city/post/new-plan-lincoln-boulevard-ballona-creek-includes-bike-lanes-and-sidewalks
Lincoln Blvd widening project — Patch (secondary)	https://patch.com/california/marinadelrey/lincoln-boulevard-widening-project-advances
Ballona Creek bridges — Living New Deal	https://livingnewdeal.org/sites/ballona-creek-channel-culver-blvd-bridge-los-angeles-ca/
Vista del Mar corridor description (South Bay History Blog)	https://sbhistoryblog.wordpress.com/2019/08/24/vista-del-mar-offers-spectacular-ocean-views-but-better-keep-your-eyes-on-the-road/
Wikipedia — Ballona Wetlands	https://en.wikipedia.org/wiki/Ballona_Wetlands
Wikipedia — 2028 Summer Olympics	https://en.wikipedia.org/wiki/2028_Summer_Olympics
BWER Area Map — ESA 2015	https://ballonarestoration.org
BWER Project Area Figure 1-1 — PWA	https://wildlife.ca.gov/Regions/5/Ballona-EIR

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Version: 1.10 **Date:** April 11, 2026 **Subject:** CD11 / Ballona Wetlands Ecological Reserve — CDFW rEIR Implementation vs. LA28 Olympic/Paralympic Schedule **Revision notes:** v1.10 restructures document format: Executive Summary moved immediately after title; version block moved to end of document; boilerplate methodology footer removed. These are standing conventions for all future versions. Content changes from v1.9: SoCalGas well decommissioning traffic on Jefferson Boulevard removed as a corridor loading variable; traffic impact from that activity is expected to be minor. SoCalGas decommissioning retained in Section 9.4 as a confirmed ongoing activity within the BWER footprint. SoCalGas haul traffic removed from illustrative scenario in Section 8.1 and from overlap matrix assessment. Data gap item on SoCalGas decommissioning schedule removed from Section 10 as no longer analytically material.

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